

There are now more voices in every market, and more competition for viewers and advertising dollars with these additional players. The competition for advertising dollars has been particularly formidable as cable systems increasingly cluster themselves over entire local markets, thus enabling them to offer advertisers the same buy as local broadcasters.

The sheer abundance of media outlets now available to consumers ensures that a relaxation of the duopoly rule to permit UHF-UHF and UHF-VHF combinations poses no threat to diversity and competition. Indeed, a revision of the duopoly rule will help preserve diversity and competition in local broadcasting markets.

Whether it is providing critical emergency information, as in the case of the recent North Dakota floods, or covering local sports teams, or reporting the local news, local stations serve a unique and vital role in their communities, all at no cost to the viewing public. But local programming is very expensive to produce. Duopoly rule revision will give stations flexibility to pool resources and provide more quality programs for their communities. At the same time, wireless broadcasters and Internet providers will still be competing with these broadcasters for consumers.

I strongly believe that this is good legislation, especially in light of the dramatic ownership changes already taking place in the field of telecommunications. Considering the Bell Atlantic-NYNEX merger, the MCI-BT announced merger, and the proposed AT&T-SBC merger, we are seeing clear consolidation in telephony. There is also multichannel ownership in cable services and cross-cable services, such as Viacom owning MTV, Nickelodeon, and other stations, as well as ABC owning 80 percent of ESPN.

The banning of ownership of two local broadcast stations is a glaring deficiency and unfair result of the Telecommunications Act. The multiple current instances in the industry of Local Marketing Agreements [LMA's], which allows two local broadcast stations to combine efforts and financial relationships in order to improve their stations' programming ability, reflect that such duopoly ownership could actually promote diversity in programming, as well as saving numerous local stations from bankruptcy enhancing the limited financial resources of many stations.

I am proud to sponsor this legislation and I look forward to the Federal Communications Commission supporting my legislation on duopoly reform through its forthcoming rule-making on this issue.

SUPPORT WWII ALLIED AIRMEN HELD AS POLITICAL PRISONERS

HON. DAVE WELDON

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 10, 1997

Mr. WELDON of Florida. Mr. Speaker, 52 years is a long time to wait, but the Federal Government should finally recognize the bravery and sacrifice of a group of World War II airmen who were held as German political prisoners. These airmen were different from other Allied prisoners because they were held at Buchenwald, a Nazi concentration camp—and therefore not subject to the protections of the Geneva Convention.

Today I am submitting a bill that would give these airmen their long-overdue recognition, and I am proud to say that it has already garnered the bipartisan support of 21 of our House colleagues. Representative PETER DEUTSCH assisted me in this important effort, and I thank him for his early support of this bill. An identical bill will be introduced this week by Senators TIM HUTCHINSON and JOSEPH LIEBERMAN.

The Nazi concentration camps will forever occupy a ignominious place in our human history, and we have long recognized the bravery and daring of many prisoners who fought their Nazi oppressors and struggled to win political and religious freedom. But tragically, the United States has never formally recognized the service, sacrifice, and bravery of these American airmen while they were held as political prisoners at the Buchenwald Concentration Camp.

My bill, which is endorsed by the American Ex-Prisoners of War and the Veterans of Foreign Wars, would recognize these 82 American airmen and ask that the President issue a proclamation commending them, by name, for their service. I have also included a list of these airmen, by name, that I would ask be inserted in the CONGRESSIONAL RECORD.

I encourage all of my colleagues to join us in support of this important measure, so that those veterans still living, and the families and friends of those who have passed on, can fully realize the public recognition these brave men so surely deserve.

LIST OF WWII AMERICAN AIRMEN HELD AT BUCHENWALD CONCENTRATION CAMP

NOT LOCATED

Freeman, E.C.	Scharf, B.T.
Hanson, J.T.	Scott, G.W.
Horrigan, R.J.	

DECEASED

Alexander, William	Smith, J.W.
Beck, Levit C.	Vance, Ira E.
Crouch, M.E.	Wilson, P.J.
Duncan, James H.	Zeiser, J.
Heimerman, L.A.	Chapman, Park
MacLenahan, J.H.	Suddock, D.E.
Mauk, W.E.	Horwege, G.L.
Pecus, Steve	Edge, W.L.
Pennel, Sam	

STILL LIVING

Bauder, W.F.	Moser, J.F.
Bedford, R.L.	Pacha, A.M.
Bowen, C.E.	Paxton, S.K.
Brown, R.H.	Powell, W.
Carr, F.W.	Raynolds, N.L.
Chalot, J.A.	Richey, G.T. Sr.
Chessir, D.	Ritter, E.W.
Coats, B.A.	Roberson, C.W.
Cowan, F.K.	Ryherd, W.H.
Coffman, J.D.	Shearer, D.R.
Dauteul, D.F.	Straulka, P.A. Jr.
Denaro, Joe	Sypher, L.H.
Fore, J.W.	Thompson, W.A.
Hastin, J.D.	Vratney, Frank
Hilding, R.D.	Watson, J.P.
Hunter, H.F.	Ward, Robert
Johnson, R.T.	Williams, W.J.
King, Myles A.	Zander, A.E.
Larson, M.E.	Phelps, B.F.
Little, B.S.	Pelletier, A.J.
Ludwig, E.F.	Friel, Edward J.
McLaughlin, D.G.	Petrich, M.R.
Mitchell, G.E.	

ON CONDEMNING PALESTINIAN DEATH PENALTY FOR LAND SALES

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 10, 1997

Mr. DINGELL. Mr. Speaker, today the House agreed to an amendment to H.R. 1757, the Foreign Policy Act, which condemns the use by the Palestinian Authority of the death penalty for any Palestinian who sells land to a Jew.

Indeed, the statements cited in the resolution offered by the gentleman from New York [Mr. PAXON] cause great concern because those statements support a violent, divisive, and foolish policy which is based in prejudice and hatred. To condone, or worse yet promote, the execution of citizens for the sale of property to Israelis is wrong, and I support this body's assertion that this policy should be condemned.

I am troubled, however, Mr. Speaker, by the tone of the amendment offered by the gentleman from New York, as well as by the accusations that this behavior represents a unique and unilateral breach of the Oslo accords. Most knowledgeable individuals and observers understand that the breakdown of the Middle East peace talks plays prominently in the background of policies on all sides which have stymied constructive peace negotiations.

Both Israel and the Palestinian Authority have undertaken activities which have led to charges that each side has violated the peace agreements signed on the South Lawn in 1993. Following the recent insistence by Israel that construction of settlements in Har Homa must go forward, there has been a break in the peace talks which has greatly concerned our Government. Secretary of State Albright has concluded that a trip to the region makes little sense until Israel and the Palestinians do more on their own to break the impasse and resume a constructive dialog.

Given these many problems, Mr. Speaker, I must express my reservations with the parts of the amendment offered by the gentleman from New York which imply that only the Palestinian Authority must resume a responsible course. For when it comes time for the President to assure that the Palestinian Authority is meeting its commitments to Israel, will anyone be mindful of the commitments made by Israel to the Palestinians?

CLARIFYING THE TAX TREATMENT OF AVIATION MAINTENANCE COSTS—PREVENTING COST INCREASES OF AVIATION SAFETY

HON. MAC COLLINS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 10, 1997

Mr. COLLINS. Mr. Speaker, today I rise to introduce legislation that will clarify in the Internal Revenue Code what has historically been and should continue to be the tax treatment of expenses attributable to certain FAA-mandated aviation industry maintenance checks.